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WILEY, REIN & FIELDING

1776 K STREET, N.W.
WASHINGTON, D.C. 20006
(202) 429-7000

FACSIMILE
(202) 429-7049
TELEX 248349 WYRN UR

DAVID E. HILLIARD
(202) 429-7058

September 20, 1994

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
Room 222 - Mail Stop 1170
1919 M St., N.W.
Washington, DC 20554

DOCKET FILE COPY ORIGINAL

Re: Ex Parte Communications
PR Docket No. 93-61
Automatic Vehicle Monitoring

Dear Mr. Caton:

On September 15, 1994, Michael Lewis of this firm and I met with Messrs. Netro, Jacobs, and Borkowski of the Private Radio Bureau concerning the above-referenced proceeding. The attached papers were inadvertently left out of the ex parte notice filed that afternoon.

Respectfully,

David E. Hilliard

David E. Hilliard
Counsel for Amtech Corporation and for
Pinpoint Communications, Inc.

Enclosure

cc: Messrs. Netro, Jacobs, and Borkowski

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List A B C D E

Modified NPRM Band Plan

General Principles: (1) A compromise accommodation that attempts to meet minimum spectrum requirements. (2) A band plan that can be adopted on the often conflicting record in Docket 93-61 so as to bring it to a swift conclusion.

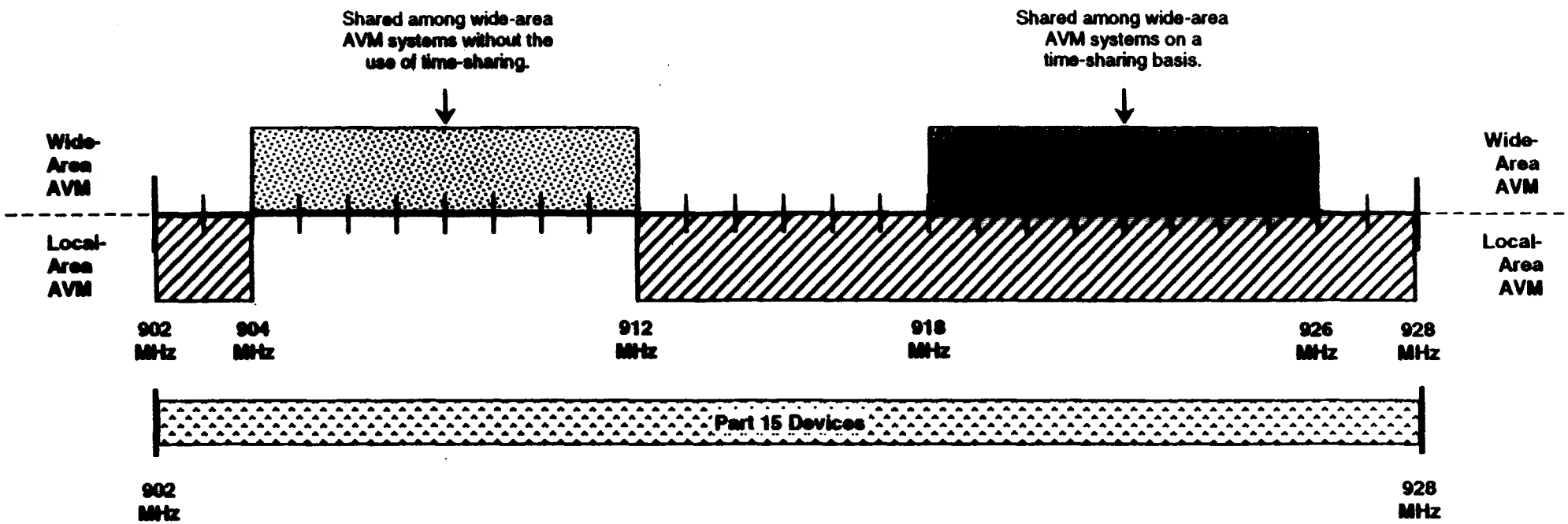
Wide-Area AVM: Affords spectrum for a variety of competitive wide-area technologies. Does not change the current amount of spectrum allocated. Recognizes that there are technologies that, according to their proponents, are not suitable for time sharing. Allows such non-time sharing systems to work out their own sharing arrangements based on spacial diversity, frequency diversity, a combination of these, or other methods. Provides spectrum for wide-area technologies in which time-sharing would not be required and in which there would be no operation of local area systems except as may be grandfathered. Provides spectrum for wide-area systems that can time share with other wide-area systems and that can share on a co-primary basis with local-area systems (on a height-power differential basis making use of near-far considerations). A sub-band within which time sharing for wide-area systems also facilitates open entry for evolving technologies and for local government licensees. Those wide-area systems time-sharing in the upper sub-band will face some performance degradation and/or increased infrastructure cost because of the diminished bandwidth available.

Local-Area AVM: Affords sufficient spectrum to accommodate a variety of existing and proposed technologies used to serve over a million motor vehicles and over a million rail cars. Provides for at least two six MHz wide channels to accommodate new high-speed technologies with some flexibility to shift center frequency if needed to ameliorate interference. Local-area systems will face some added coordination challenge because of the presence of wide-area systems in part of the spectrum available to them, but such operation should be manageable.

Amateur: No change in the current regulations. Amateurs would have increased certainty as to where various types of higher and lower priority systems might operate.

Part 15 Unlicensed: No change in the current regulations, but Part 15 devices would have 10 MHz of "safe havens" in which system designers could reasonably predict lower noise levels and a higher degree of compatibility. Such a band plan could also be coupled with a more quantitative definition of harmful interference, a rebuttable presumption of non-interference for certain devices, and/or a requirement to negotiate over the resolution of interference.

Modified NPRM Band Plan



Shared among wide-area AVM systems without the use of time-sharing.

Shared among wide-area AVM systems on a time-sharing basis.

Local-area AVM

Part 15 Devices

Notes:

1. Wide-area forward links are to be located in the sub-band in which a licensee's wideband pulse is generated.

2. Local-area AVM and wide-area AVM would share at 918–926 MHz on a height-power differential basis pursuant to Section 90.173(b) of the Commission's Rules. Thus, the local-area systems would not time-share with wide-area AVM systems.